1 or 2 Decks. ~~IRON OR~~ STEEL STEAMER.

194

Received at London Office. THURS 2

State if Report is also sent on the Machinery of the Vessel Yes

Date of completion of Report September 1890. Port of Middlesbro'

No. 194 Survey held at Stockton "Y." Date, First Survey 28th April 1890 Last Survey 19th September 1890.

On the Screw Steamer "Tynehead" (Yard No. 250) Rig Schooner

ONE ~~OR TWO~~ DECKED VESSEL.

CLASS 100 A1 Steel.

TONNAGE under Tonnage Deck	1716·20
Do. of Poop	73·36
Do. of Raised Qr. Dk. or Break	125·54
Do. of Bridge House	179·60
Do. of Houses on Deck Chart	4·99
Do. of excess of Hatchways	19·28
Do. of Forecastle	139·43
~~Do. above Crown of Engine Room~~	
Gross Tonnage	2258·40
Less Crew Space	56·23
~~Less above Crown of Engine Room~~	
TONNAGE FOR FEES	2202·17
Less Engine Room	722·69
~~Less Navigation Spaces~~	17·55
Register Tonnage as cut on Beam	1461·88

	Feet.
Half Breadth (moulded)	19·33
Depth from upper part of Keel to top of Main Deck Bms. (plus rule crofs)	22·75
Girth of Half Midship Frame (as per Rule)	37·75
1st Number	79·83
Length	240·58
2nd Number	21600
Proportions—Breadths to Length	6·9
Depths to Length—Main Deck to top of Keel	11·9

Destined Voyage Tyne to load

Master John Thomas T. Carr.

Year of appointment (1) As master in service of owner of present vessel: 1890 (2) As master of this vessel 1890.

Built at Stockton

When built 1890 Launched 2-8-90

By whom built Ropner & Son.

Owners C. Furness

Managers Do.

(Where necessary to be entered in Reg. Book).

Residence West Hartlepool.

Port belonging to London.

If Surveyed while Building, Afloat, or in Dry Deck Yes.

LENGTH on Deck as per Rule	Feet. 240	Inches. 7	BREADTH—Moulded	Feet. 38	Inches. 8	DEPTH—Top of Floors to Main Deck Beams	Feet. 18	Inches. 8½	Power of Engines	Horse. 200.	No. of Decks with Flat laid One iron. No. of Tiers of Beams 1 4 pt.

Dimensions of Ship per Register, Length, 242·3' breadth, 38·9' depth, 18·65'. Moulded Depth, ft. 21 ins. 11. Round of Main Deck Beam Nil inches.

FORGINGS AND CASTINGS.

	Inches in Ship.	Inches per Rule. Or as Approved.
KEEL, ~~Bar or~~ Side Plates depth and thickness	10×1	10×1
STEM, moulding and thickness	10×2½	10×2½
STERN-POST for Rudder do. do.	10×5½	10×5½
,, for Propeller	10×5½	10×5½
MAIN PIECE of Rudder, diameter at head	7½	7½
do at heel	3½	3½

RUDDER, how constructed Forged iron frame, plated in usual manner

Can the Rudder be unshipped afloat? Yes.

FRAMING.

	Inches in Ship	Inches in Ship	20ths in Ship.	Inches per Rule Or as	Inches per Rule Approved	20ths per Rule ved.
FRAME, Angles, ~~or Bars~~, for ⅗ length amidships	5	3	8	5	3	8
Do. for ⅕ at each end	5	3	7	5	3	7
Do. in way of Double Bottoms	3½	3½	8.7/16	3½	3½	8.7/16
Distance of Frames from moulding edge to moulding edge, all fore and aft	24	—	—	24	—	—
REVERSED FRAME, Angles	3½	3	8	3½	3	8
FLOORS, depth and thickness of Floor Plate at mid-line for ⅗ length amidships	38	—	6/16	38	—	6/16
,, in way of Engines and Boilers	—	—	—	—	—	—
,, thickness at the ends of vessel	—	—	—	—	—	—
,, depth at ¾ the half breadth, as per Rule	—	—	—	—	—	—
,, height extended at the Bilges	—	—	—	—	—	—
FLOORS & BRACKETS, in Cell Dble Bottoms	38	—	6/16	38	—	6/16
,, ,, Distance apart	24	—	—	24	—	—
CENTRE GIRDER, in Double Bottom, depth and thickness	48	—	10	48	—	10
,, Angles, Top ——— Bottom	4	4	9	4	4	9
SIDE GIRDERS, number and thickness One	—	—	8/16	One	—	8/16
,, Angles	3½	3½	7/16	3½	3½	7/16
MARGIN PLATE, depth (exclusive of flange) and thickness	24	—	8	24	—	8
,, Angles	3½	3½	8	3½	3½	8
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake	36	—	9/16	—	36	9/16
,, ,, thickness in Engine and Boiler space	—	—	7/16	—	—	7/16
,, ,, ,, Remainder in Holds	—	—	6/16	—	—	6/16
BEAMS, Main and Raised Quarter Deck, Single ~~Angle~~, Bulb Angle, ~~Plate or Tee Bulb~~	6½	3	9	6½	3	9
,, Angles on Upper Edge	—	—	—	—	—	—
,, Average space (way of R.Q.Dk.)	24	—	—	24	—	—
BEAMS, Lower Deck, Single ~~Angle~~, Bulb ~~Angle, Plate or Tee Bulb~~	—	10-9	9	—	10-9	9
,, Angles on Upper Edge	3½	3	7	3½	3	7
,, Average space	—	As Profile		—	—	—
BEAMS, Hold, Plate or Tee Bulb	—	—	—	—	—	—
,, Angles on Upper Edge	—	—	—	—	—	—
,, Average space	—	—	—	—	—	—
BEAMS, Poop Deck, ~~Angle~~, Bulb Angle, ~~Plate or Tee Bulb~~	6½	3	8/16	6½	3	8/16
,, Angles on Upper Edge	—	—	—	—	—	—
,, Average space	48	—	—	48	—	—
BEAMS, Bridge Deck, Angle, ~~Bulb Angle, Plate or Tee Bulb~~	5	3	7/16	5	3	7/16
,, Angles on Upper Edge	—	—	—	—	—	—
,, Average Space	24	—	—	24	—	—
BEAMS, Forecastle Deck, Angle, ~~Bulb Angle, Plate or Tee Bulb~~	5	3	7/16	5	3	7/16
,, Angles on Upper Edge	—	—	—	—	—	—
,, Average space	24	—	—	24	—	—
PILLARS, In 'tween Decks, Size and Spacing	2¾	Spaced as per Rule				
,, Hold ,, Double	2⅞	—	—	—	—	
WEB FRAMES, In Fore Body, No. and Spacing	Eight pairs six to two spaces of frame					
,, ,, ,, Brdth. & Thickness	—	16	8·7	—	16	8·7
,, No. of Side Stringers ,, ,,	Three	16	8·7	Three	16	8·7
WEB FRAMES, In After Body, No. and Spacing	Nine pairs six to two spaces of frame					
,, ,, ,, Brdth. & Thickness	—	16+18	8·7	—	16+18	8·7
,, No. of Side Stringers ,, ,,	Two	18	8·7	Two	18	8·7
,, Size of Angles or Tee Bars to Web Frames	3½	3½	8·7	3½	3½	8·7
BRACKET PLATES to Stringers between Web Frames, Depth and Thickness	18		8	18		8

~~KEELSONS AND STRINGERS.~~

	Inches in Ship	Inches in Ship	20ths in Ship.	Inches per Rule Or as	Inches per Rule Approved	20ths per Rule ved.
CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercostal Plate	—	—	—	—	—	—
,, Rider Plate	—	—	—	—	—	—
,, Bulb Plate to Intercostal Keelson	—	—	—	—	—	—
,, Horizontal Plates on Floors	—	—	—	—	—	—
,, Angles	—	—	—	—	—	—
SIDE KEELSON, Angles	—	—	—	—	—	—
,, Bulb or Plate above floors for lng	—	—	—	—	—	—
,, Intercostal Plate for length	—	—	—	—	—	—
,, Attached to outside plating with Angle	—	—	—	—	—	—
BILGE KEELSON, Angles	—	—	—	—	—	—
,, Bulb or Plate above floors for len.	—	—	—	—	—	—
,, Intercostal Plate for length	—	—	—	—	—	—
,, Attached to outside plating with Angle	—	—	—	—	—	—
BILGE STRINGER Angles	—	—	—	—	—	—
,, Bulb Plate for length	—	—	—	—	—	—
,, Intercostal Plate for length	—	—	—	—	—	—
,, Attached to outside plating with Angle	—	—	—	—	—	—
SIDE STRINGER Angles	—	—	—	—	—	—
,, Bulb or Intercostal Plate for lng.	—	—	—	—	—	—
Main and Raised Quarter Deck Stringer Plate, on ends of Beams, breadth & thknss	38		10	38		10
,, Angle on ditto	4½×4½		9	4½×4½		9
,, Tie Plates fore & aft, outside Hatchways	Deck plating increased 1/16 in way of openings					
,, ~~Diagonal Tie Plates on Bms., No. of Pairs~~				—		—
,, Flat of Dk* Iron ~~or Steel~~ for whole lng.	—		13/16	—		6/16
,, ,, Wood None Material & thickness	—		—	—		—
,, How fastened to Beams	Rivetted.					
Lower Deck Stringer Plate, (way of R.Q.Dk.) on ends of Beams, breadth and thickness	37		9	37		9
,, Angles on ditto, No. Two + four	4×4 / 3½×3½		9 / 7	4×4 / 3½×3½		9 / 7
,, Tie Plates, outside Hatchways	—		—	—		—
,, Flat of Deck* Material and thickness	—		—	—		—
,, How fastened to Beams	—		—	—		—
Hold Stringer Plate, on ends of Beams	—		—	—		—
,, Angles on ditto, No.	—		—	—		—
Poop Deck Stringer Plate, breadth & thickness	24		7/16	24		7/16
,, Angle on ditto	3½×3		7/16	3½×3		7/16
,, Tie Plates	—		—	—		—
,, Flat of Deck, Material and thickness Y. Pine	3		—	3		—
Bridge Deck Stringer Plate, brdth & thickness	38		9/16	38		9/16
,, Angle on ditto	4×4		9/16	4×4		9/16
,, Tie Plates	—		—	—		—
,, Flat of Deck, Material and thickness Iron	—		5/16	—		5/16
Forecastle Deck Stringer Plate, brdth & thcknss	24		7/16	24		7/16
,, Angle on ditto	3½×3		7/16	3½×3		7/16
,, Tie Plates	—		—	—		—
,, Flat of Deck, Material and thickness Iron	—		5/16	—		5/16

* If Iron or Steel Deck, state if whole or part, and if wood deck is laid thereon.

PLATING.

	Inches in Ship.	~~10ths or~~ 20ths in Ship.	Inches per Rule Or as	~~10ths or~~ 20ths per Rule. Approved.
FLAT PLATE KEEL, breadth and thickness	—	—	—	—
,, d'bling or incr'sd thcknss, & lngth appl.	—	—	—	—
PLATES in Garboard Strakes, brd'th & thickness	36	12	36	12
,, From Garboard to lower part of Bilges	—	11	—	11
~~State~~ Thickness of Plating in way of Double Bottom.	—	10	—	10
,, Bilges, ~~number of Strakes and~~ thickness	—	11-12	—	11-12
,, Of doubling at Bilge, or increased thickness, and length applied ½	Two strakes increased 1/20"			
,, from up. part of Bilge to lr. edge of Sh'rstrake	—	11	—	11
(Raised Quarter Deck sheerstrake doubled at Break for 20 feet)				
,, Sheerstrake, breadth and thickness	42	15	42	15
,, Of d'blng at Sh'stk & lng. applied at Bridge front for 20 feet			—	—
,, Poop Sides		7		7
,, Raised Quarter Deck Sides	—	10	—	10
,, Bridge Sides		9		9
,, ,, ,, Upper strake	36	10	36	10
,, Forecastle Sides		7/16		7/16

Lengths of Plating Nine frame spaces, and under at ends. —

State clearly where plating is of alternate thicknesses—as distinguished from diminished thickness at end of vessel.

Form No. 1 A.—2000 T. & S. 31-7-90.

Robert Edmund Taylor & Son, Printers, 19, Old Street, Goswell Road, London.

Ceiling betwixt Decks, thickness and material	2" Pine
" in hold do. do.	2½ Pine
Number of Breasthooks	Seven
" Crutches	Three

BULKHEADS. No. in Vessel Four No. Reqd. by Rule Four

	Thickness.	Angles.	Spacing.	Height up.	Sngl. or Dbl. Frames.
W.T. Bulkheads	4-6/20	Vrtcl. 5×3×8/20	30"	Two to Upper Deck, one to R.Q.D., & one to Poop Deck	Double frames.
		Hrzntl. 5×3×8/20	48		
Partition....	—	Vrtcl. —	—	—	—
		Hrzntl. —	—	—	—
Longitudinal.	—	Vrtcl. —	—	—	—

Are the outside Plates doubled two spaces of Frames in length? Yes, as approved.

The **FRAMES** extend in one length from M.L. to Flange plate & Frames to Gunwale ✓ Riveted through Plates with 7/8 in. Rivets, about 6⅞ apart

The **REVERSED ANGLE** on floors and frames extend from Middle line to above upper Stringer and to Upper deck alternately, alternate ones to Forecastle deck, and all to Poop deck abaft after bulkhead.

RIVETING OF EDGES AND BUTTS OF SHELL PLATING AND BUTTS OF STRINGER PLATES, TIE PLATES, KEELSONS, &c.

Garboard, double riveted to Bar Keel ~~or Flat Plate Keel~~, with rivets 1⅛ ✓ in. diameter, averaging 5½ ✓ ins. from centre to centre.

Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 7/8 ✓ in. diameter, averaging 3⅜ ✓ ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, treble ~~or double~~ riveted; treble for ½ ✓ lgth.; with rivets 7/8 ✓ in. dia., averaging 3⅜ ✓ ins. from cr. to cr.

" " " " ~~overlapped for length, treble riveted for length; with rivets in. dia., averaging ins. from cr. to cr.~~

Butts of all Strakes ~~at Bilge~~ for ½ length, treble riveted with Butt Straps 3-4/20" ✓ thicker than the plates they connect. excepting those of D & F strakes which are overlapped and treble riveted.

Edges from Bilge to Sheerstrake, worked clencher, double ~~or single~~ riveted; with rivets 7/8 ✓ in. diameter, averaging 3⅜ ✓ ins. from centre to centre.

Butts from Bilge to Sheerstrake, worked carvel, treble ~~or double~~ riveted; treble for ½ ✓ lgth.; with rivets 7/8 ✓ in. dia, averaging 3⅜ ✓ ins. from cr. to cr.

" " " " ~~overlapped for length, treble riveted for length; with rivets in. dia., averaging ins. from cr. to cr.~~

Edges of Sheerstrake, double ~~or single~~ riveted. ✓ **Butts of Sheerstrake,** treble riveted for ½ length amidships. ✓

Butts of Main Stringer Plate, treble riveted for ½ ✓ length amidships. ✓ ~~**Single or**~~ **Double Butt Straps to Stringer Plate** for ½ ✓ length.

Butts of Inner Bottom Plating double ✓ riveted for ½ ✓ length. **Butts of Centre Girder** treble ✓ riveted. (double Straps)

Breadth of edge laps of Shell Plating in double riveting 5¼. 4½ ✓. **Breadth of edge laps of Shell Plating** in single riveting ✓

Butt Straps of Shell Plating breadth and thickness 19. 16¾. 9¾ × 16-14-9/20 ✓ **Butts, if Lapped, breadth of laps** 9" ✓

Butt Straps of Keelsons, Stringer and Tie Plates, treble or double riveted? Treble & double.

State whether Rivets are of Iron or Steel.

Manufacturer's name or trade mark of the Iron or Steel (state process of manufacture of Steel) used for Frames, Beams, Keelsons, Tie and Stringer Plates, Outside Plating, &c.? Steel plates. Moor, Consett & Stockton Malleable. Steel angles & bulbs. Dorman Long & Co. & Morton. Iron plates. West Stockton & Stockton Malleable. Iron angles & bulbs. South Stockton & Stockton Malleable.

Workmanship. Are the butts of plating planed or otherwise fitted? Planed. ✓

Is the riveted work properly closed? Yes. ✓

Are the liners between the frames and plates solid single pieces? Yes. Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? Yes. Are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces? Yes. Do any rivets break into or through the seams or butts of the plating? A few at the butts only.

Are the butts of Plating, Stringers, &c., properly shifted and strapped? Yes. ✓

MASTS, SPARS, &c.

		Material.	Total Length	Diameter and Thickness. At Partners.	Heel.	Hounds.	Head.	No. of Plates in round.	Angles. Number.	Size.	Riveting. Seams.	Butts.
Lower Masts	Fore	Iron	68-11" ✓	14½×5/16	13½×4/16	14¾×4/16	11½×4/16	Two	—	—	Single	Treble & double
	Main	Iron	66'-4" ✓	14½×5/16	13½×4/16	14¾×4/16	11½×4/16	Two	—	—	Single	Treble & double
	Mizen	—	—	—	—	—	—	—	—	—	—	—
Bowsprit		—	—	—	—	—	—	—	—	—	—	—

Topmasts, and Fore Yards and Remainder of **Spars** Pitch Pine. Sufficient in size and good in quality.

Rigging, Material and Size, **Shrouds** G.I. Wire & Manilla Shrouds 4" G.I. Wire. **Stays** 4" G.I. Wire.

Sails. One Complete Suit of sails ~~Sails, and the following spare sails.~~

EQUIPMENT No. 24030 **LETTER** r. **ANCHORS.**

Number of Certificate.		Weight, Ex. Stock Cwts.	qrs.	lbs.	Weight of Stock. Cwts.	qrs.	lbs.	Test, per Certificate. Tons.	cwts.	qrs.	lbs.	Weight Req. by Rule Cwts.	qrs.	lbs.	Description of Anchor.	If Patent state Name of Patentee. Makers.	Where and when tested and Superintendent.
20661	1st Bower	30	3	21	7	0	14	29	7	2	0	30	0	0	Rodgers patent	Lumsden (Ld.)	25-7-90 Tested at R.W.C.P.
20670	2nd "	30	2	0	7	1	21	29	0	0	0	30	0	0	Do.	Do.	30-7-90 by J. Hartness
20667	3rd "	25	3	0	6	3	21	25	8	0	14	25	2	0	Do.	Do.	30-7-90
	Collective w'ight	84	0	21								85	2	0			
12683	Stream	9	2	0	2	1	10	11	11	1	0	9	2	0	Common	J. Green	31-7-90 Tested at Tipton
12682	Kedge	4	3	11	1	0	14	7	5	0	0	4	3	0	Do.	J. Green	31-7-90 by E.R. Taitt.
16736	2nd Kedge	2	2	14	—	2	14	5	2	2	0	2	2	0	Do.	C.H. Reed.	15-11-87. by J. Hartness.

CHAIN CABLES.

Number of Certificate.	Fathoms.	Size.	Test per Certificate. Tons.	Weight of Chain Cable	Fathoms & Size, Per Rule.	Description.	Makers of Cables.	Where and when tested, and Superintendent.
8565	135	1¾	44⅝. 55⅞	198-3-8	270 - 1¾	Stud link	John Green	28-7-90 Tested at R.W.C.P.
8566	135	1¾	44⅝. 55⅞	198-1-23				by J. Hartness.
	Chains callipered as per Circular No. 690 & found in order.							
Iron Stream Chain or Steel Wire	75	1 1/16	20 9/10. 20 9/10	41-2-23	75 - 1 1/16	Stud link	John Green	31-7-90 Tested at Tipton
Towline if steel wire	90	3½	26		90 - 3½	Steel wire	Dixon & Corbitt and R.S. Newall & Co. Ld.	by E.R. Taitt.

HAWSERS AND WARPS.

Material.	Fathoms	Size.	Fathoms & Size. Per Rule.
Towline*	—	—	—
Hawser	90	3	90 - 9
	90	2½	90 - 4½
Steel hawsers certified by makers Dixon & Corbitt and R.S. Newall & Co. Ld.			

Boats Two life boats (23 feet) and two Jolly boats 20 feet and 18 feet.

Pumps, Number Five hand pumps Diameter of Barrel and Tail Pipe Barrel 6" Tail pipes 3½"

The Windlass is Emerson Walker & Co. Capstan Four steam winches.

Engine Room Skylights.—How constructed? Of iron on iron coamings

What arrangements for deadlights in bad weather? Teak flaps with bolts eyes.

Coal Bunker Openings.—How constructed? Wrought iron How are lids secured? Hatch bars Height above Bridge deck? 21 × 54½"

Number of **Scuppers,** and number and dimensions of **Freeing Ports, &c.** Two scuppers on each side in Well, and four on each side on R.Q.D. Two freeing ports on each side in Well 33" × 24", and four on each side on Raised Quarter Deck 24" × 18".

Cargo Hatchways.—How formed?— Iron plates and angles in the usual manner **Hatches,** if strong and efficient? 3" Fir Solid

State size **No. 1 Hatch** (Forward) 16'-0" × 13'-0" **No. 2 Hatch** 26-0" × 14-0" **No. 3 Hatch** 24-0" × 14-0" **No. 4 Hatch** 22-0" × 14-0".

Number of **Web Plates, Shifting Beams,** and **Fore** and **Afters** to each Hatch One web plate beam in No. 1, two web plates & partition bulkhead in No. 2, and two web plates in Nos. 3 & 4. Three iron fore and afters in each.

Bulwarks, height above deck and description Flush with Flat Bridge gunwale in Well 4-8-7/16 plate and 3-6½ above R.Q.D. 5/16 plate Main Rail, material and size Bulb angles 6 × 3 × 7/16.

The above is a correct description.

Builder's Signature, (here only.) pp. ROPNER & SON. A.S. Fowler

Surveyor's Signature, [signature] Cecil Williams

Surveyor to Lloyd's Register of British and Foreign Shipping.

Form No. 1 A.

The Surveyors are requested not to write on or below the space for Committee's Minute

Reference should be made to any correspondence connected with the case.

Order for Sp... Date 6...
Order for Or... Date
No. 250...
State date...
General R...
The ap... letters... with ... accor... have ...

PARTIC... (in feet... Poop, B...
No. and M... should ... Official ...
PARTIC... Double ... Double ... Double ... Fore pe... Midship... Th... (If ne... How are...
FREEBO... State if ma...
The amou...
Man of op... Trave...
Commi... Charac...

Order for Special Survey No 1429
Date 6th December 1889
Order for Ordinary Survey No. ✓
Date ✓
No. 250 in builder's yard.

DATES of Surveys held while building as per Section 18.

1st. On the several parts of the frame, when in place, and before the plating was wrought
2nd. On the plating during the process of riveting — First visit 28th April 1890.
3rd. When the beams were in and fastened, and before the decks were laid
4th. When the ship was complete, and before the plating was finally coated or cemented — Last visit 19th September 1890.
5th. After the ship was launched and equipped

Total No. of Visits 35

State dates and initials of letters respecting this case 3rd December 1889 (M), 13th January (M) & 21st May 1890 (P).

General Remarks (State quality of workmanship, &c.) This steel screw steamer has been built in accordance with the approved photo-prints of Midship Section and Profile as amended, the Secretary's letters of the above-mentioned dates bearing on the case, and in general conformity with the Rules for the Class contemplated. The workmanship is good throughout.

The steel used in her construction has been tested at the steel works in accordance with the requirements of the Rules by the Society's Surveyors; and iron rivets have been used throughout.

Reference should be made to any correspondence connected with the case.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 26·75 ft., R.Q.D. or Break 84 ft., Bridge Dk. 108 ft., F'castle 29·5 ft. (in feet and tenths) where the Poop is on top of the R.Q.D., or when the Poop or R.Q.D. is joined to the B.D., this should be distinctly stated Sunk Poop. Poop, Raised Quarter Deck and Bridge Deck combined.

No. and Material of Decks (if Iron or Steel) and whether wholly or partially covered with wood, and No. of tiers of Beams (this information is to be given as it should appear in the Register Book) 1 dk iron (not wood covered): 1 tr B & pt: web frames

Official No. ✓ ; Signal Letters ✓.

PARTICULARS OF WATER BALLAST.—

Double bottom, aft, length ✓ and water capacity in tons ✓. Double bottom, forward, length ✓ and water capacity in tons ✓

Double bottom, under engines and boilers, length ✓ and water capacity in tons ✓. If under Engines only, or Boilers only, state which ✓

Double bottom, constructed on the cellular system, length 224 feet and water capacity in tons 435

Fore peak tank, water capacity in tons ✓. After peak tank, water capacity in tons ✓.

Midship deep tank, length ✓ and water capacity in tons ✓. Other tanks, if fitted, length ✓ and water capacity in tons ✓

The above have all been tested as required by the Rules.

(If necessary, furnish further information by sketch.)

How are the surfaces preserved from oxidation? Inside Portland Cement and Paint Outside Paint.

FREEBOARD assigned by the Committee, as per Secretary's Letter, dated —

State if marked on Vessel's sides in accordance with Notice No. 572 —

In Summer	— ft.	— ins.	To top of Wood, Iron or Steel Upper Deck.
In Winter	— ft.	— ins.	
For Winter in North Atlantic	— ft.	— ins.	
Fresh Water above the centre of disc		— ins.	

The amount of Entry Fee .... £ 5 : 0 : 0 is received by me, H.H.T.
Special ... £ 80 : 1 : 0 1·10 1890
Certificate* £ : :
Travelling Expenses, if any £ : :

*Certificate to be sent to Middlesbro' office

We are of opinion this Vessel should be Classed 100 A1 Steel.

C. Davidson, Jesse Williams
~~Surveyor to~~ Lloyd's Register of British and Foreign Shipping.

Committee's Minute FRI 3 OCT 1890

Character assigned 100 A1 Steel
A^LCP 1 Dk (Iron) & Web frames
+ LMC 9,90 Well deck

[signature]

It is submitted that this vessel appears eligible to be classed 100 A1 (Steel) as recommended "One deck (iron) and web frames" Cellular double bottom (particulars above) "Well Deck"

[initials] 2/10/90

The Surveyors are requested not to write on or below the space for Committee's Minute.